



Caltrans District 11

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District 11 covers a two-county region along the United States (US) border with Mexico, from coastal urban San Diego County east across the Imperial Valley to the state's border with Arizona. San Diego County (population 3,263,431) is represented by the San Diego Association of Governments (SANDAG). Imperial County (population 179,091) is one of the six counties represented by the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization, and the Imperial County Transportation Commission (ICTC).

TRUCKING

All major highways in District 11 are used for goods movement, connecting urban areas, warehousing, the Port of San Diego, and international land ports of entry (POE) with interstate routes north and east.

Major East-West Routes

Interstate (I) 8 (from coastal San Diego to the Arizona border), State Route (SR)-76, SR-78, SR-94, SR-98, and SR-905.

Major North-South Routes

I-5 (United States/Mexico Border north through San Diego County, up the entire West Coast to the Canadian Border), I-15 (a northeast route that continues to the Canadian Border with Montana), I-805, SR-86, SR-111, SR-125, and SR-163.

Routes Primarily Connecting Land Ports of Entry (POE)

I-5, I-805, SR-7, SR-11 (*under construction*), SR-111, SR-186, SR-188, and SR-905.

Trucking Issues

- POE facilities and routes are severely congested with predicted increases in truck traffic contributing to greater delay; wait times for trucks at Otay Mesa POE can exceed two hours.
- United States (U.S.)-Mexico Cross-Border Trucking Pilot – An agreement between the U.S. and Mexico (MX) was signed to facilitate long-haul, cross-border trucking between the two countries; trade with Mexico (our third most

important trading partner). On October 14, 2014, the 3-year program ended, the Federal Motor Carrier Safety Administration (FMSCA) gave the participants (13) provisional or standard operating authority, allowing the participant carriers to continue to operate in the U.S.

RAIL LINES

Two Class I railroads operate in District 11: BNSF Railway (BNSF) and Union Pacific (UP) Railroad.

- BNSF serves the Port of San Diego providing primarily automobile rail service north and south along the coast, interfacing in Los Angeles with a primary California freight rail corridor for BNSF – the Transcontinental (Transcon) Route – eastward to Chicago, Memphis, and Kansas City.
- UP serves the Imperial Valley region near Plaster City, moving commodity, bulk, and mixed cargo eastward to Salt Lake City, Dallas, and Chicago.

Short Line Railroads

Carrizo Gorge Railway, Inc. (CZRY) operates 114 miles of freight lines in California and Mexico. CZRY connects to UP and BNSF at Plaster City (Imperial County) and at San Ysidro and Tecate POE. Forty-four miles of this rail line are in MX between Tijuana and Tecate, Baja California, MX. Liquefied petroleum gas (LPG), construction products, and barley are the main commodities transported.

San Diego and Imperial Valley Railroad (SDIY) -

SDIY provides connections with BNSF, UP, and the Baja California Railroad in Mexico. SDIY operates two short lines owned by the Metropolitan Transit System (MTS). One line connects the Santa Fe Depot in downtown San Diego with the San Ysidro border crossing and freight yard; the other with the City of El Cajon to the east. Major commodities transported include propane, petroleum gas, corn syrup, malt, and wood pulp.

Pacific Imperial Railroad (PIR) - In December 2012, PIR executed a 99 year lease with the San Diego and Arizona Eastern Railway (SD&AE) and the San Diego Metropolitan Transit System (MTS), owners of the Desert Line right of way. The Desert Line extends from eastern San Diego County to Imperial County. PIR will rehabilitate, manage, operate, and maintain the entire Desert Line. PIR is targeting the maquiladora market by connecting with the Baja California Railroad, Inc. in Mexico and the UPRR in Plaster City. Significant work is required to upgrade the line.

SEAPORTS

Port of San Diego

- Location is approximately 96 miles southeast of Los Angeles and a few miles north of the U.S.-MX international border.
- The Port of San Diego ranks 139th in the U.S. for total trade. It is ranked 36 in the U.S. for containership ports, bringing in nearly 1.2 million metric tons of cargo per year, including automobiles and produce.
- Port of San Diego is the 4th largest of California's 11 public ports.
- The Port consists of one cruise terminal and two maritime cargo terminals – Tenth Avenue Marine Terminal and National City Marine Terminal (NCMT) – handle container, dry bulk, liquid bulk, refrigerated, vehicle, breakbulk, and construction project cargo.
- The Port handles containerized, roll-on/roll-off, bulk and break bulk imports and exports.
- NCMT has the highest vehicle throughput volume of auto processing facilities in California.
- Cruise lines and waterfront development are lucrative industries for the Port of San Diego.

Naval Base San Diego

- This West Coast naval “megaport” is home to one-third of the Pacific Fleet and is sometimes referred to as the 32nd Street Naval Station.
- The U.S. Navy and other military operations support a large share of the economy in District 11. The Port of San Diego serves as one of 17 “strategic ports” across the country, designated by the U.S. Defense Department to load and off load military equipment. It is the number one strategic Port on the west coast.

LAND PORTS OF ENTRY

- *Otay Mesa POE (SR 905)* is a multi-modal port of entry (commercial, non-commercial and pedestrian). The port is one of the ten busiest land ports in the country and is the busiest commercial port on the California and Baja California border, handling the second highest volume of trucks and the highest dollar volume of trade among all U.S. land ports. The POE handles approximately 0.8 million trucks and \$29+ billion worth of goods in both directions annually.
- *Otay Mesa East POE and SR- 11.* A new POE project (\$722.4 million) is under construction and is scheduled to open in 2017. The project will add border crossing capacity and includes 2.1 miles of a new, four-lane tolled highway (SR 11).
- *Tecate POE (SR-188).* Near SR-94, the POE is located in rural San Diego County and has recently been updated to process truck, pedestrian, and passenger traffic.
- *Calexico West POE (SR-111).* The most important non-commercial POE in Imperial County with significant auto and pedestrian activity. U.S. Customs and Border Protection plan to expand this POE immediately east of its current location within downtown Calexico.
- *Calexico East POE (SR-7).* Serves nearly all the international truck traffic crossings in Imperial County. SR-7, the POE access highway, was constructed in two phases in 1996 and in 2005.
- *San Ysidro POE (I-5).* Between San Diego and Tijuana, this POE is considered the busiest pedestrian gateway in the western hemisphere. The San Ysidro POE does not process commercial vehicles. This POE is undergoing a 3 phased entry expansion.

TRADE CORRIDORS IMPROVEMENT FUND (TCIF) SUPPORTED PROJECTS

- *Andrade POE (SR-186)*. Is located in Imperial County, near I-8 and Yuma, Arizona, this rural POE has minimal freight.

AIR CARGO AIRPORTS

San Diego International (SAN)

- Ranked 31st nationally for cargo (2014), carrying 156,150 metric tons of cargo per year and globally ranks 117.
- A central location in the San Diego Harbor near downtown and adjacent residential areas severely limits expansion, and attempts at relocation have failed.
- Competition from nearby international airports (Los Angeles, Ontario, and San Bernardino) has hampered air cargo growth.

Other Airports

- Constrained by surrounding land uses, SAN is unable to expand its operations. The Regional Aviation Strategic Plan has championed two airports for air cargo growth in the Otay Mesa area: Brown Field Municipal and Tijuana International.
- Calexico, adjacent to SR-111 and SR-98, offers customs service near the UP Railroad and international border. Freeways are not congested. Although not a major cargo airport, Calexico has capacity to expand.

- State Route 905
- State Route 11 and Otay Mesa East Port of Entry (POE) (#68)
- Bay Marina Drive at I-5 At-Grade Improvements (#69)
- 10th Avenue at Harbor Drive Grade-Separated Improvements (#70)
- Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements (#72)
- Southline Rail Improvements/San Ysidro Yard - Yard Expansion (#74)
- South Line Rail Improvements/San Ysidro Yard - Mainline Improvements- Phase 1 Aerial Cabling (#75.1)
- "South Line Rail Improvements/San Ysidro Yard - Mainline Improvements - Phase 2 Signaling (#75.2)"
- South Line Rail Improvements/San Ysidro-Mainline Improvements - Phase 3 Palomar Siding (#75.3)
- South Line Rail Improvements/San Ysidro-Mainline Improvements - Phase 4 Final Palomar Siding & Sys Upgrades (75.4)
- LOSSAN N Rail Corridor - Sorrento to Miramar Double Track - Phase I (#76)
- Brawley Bypass (SR 78/111 Espressway) Project (#77)
- Sorrento Valley Track Project (#93)
- SR905/SR125 Connectors (#104)

SOURCES AND ADDITIONAL INFORMATION

Airport Council International – North America: <http://www.aci-na.org/content/airport-traffic-reports>

Bureau of Transportation Statistics. Office of Transportation Analysis.

http://www.rita.dot.gov/bts/data_and_statistics/index.html

California Air Resources Board and Business, Transportation & Housing Agency (Goods Movement Action Plan): <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

California Freight Mobility Plan 2014:

http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html

Caltrans Corridor Mobility website, D-11 page: http://www.dot.ca.gov/hq/tpp/corridor-mobility/d11_page.html.

Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>.

Future Ports: <http://www.futureports.org/>.

HDR Decisions Economics, Economic Impacts of Wait Times at the California–Mexico Border 2009 Update:

<http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm>.

Imperial County Transportation Commission: <http://www.imperialctc.org/>

Naval Base San Diego: <http://cnic.navy.mil/SanDiego/>.

San Diego and Imperial Valley Railroad (Genesee and Wyoming, Inc.): www.gwrr.com/

SANDAG (including Otay Mesa East): <http://www.sandag.org/index.asp?projectid=56&fuseaction=projects.detail>.

Southern California Association of Governments (SCAG): <http://www.scag.ca.gov/goodsmove/>.

US Census: <http://quickfacts.census.gov/qfd/states/06/06025.html>

